

# Circulation Element

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## Introduction

The Circulation Element is a required element of local general plans and is closely linked to all other general plan elements. Circulation systems can influence the nature, extent and pace of urban development. The Circulation Element and Land Use Element must therefore be consistent. The circulation system can also be planned to satisfy social and urban design objectives, and a well-planned circulation system is an important ingredient in a healthy economic environment.

The Circulation Element is not limited to automobile-related transportation, but addresses the development of a balanced, multi-modal circulation system for the City. It addresses such topics as roadway development, road safety, public transit, pedestrian and bicycle facilities and transportation systems management.

Fairfield is located at the convergence point of three growing regions: the San Francisco Bay area, the greater Sacramento area and San Joaquin County. Population growth in all three of these areas, as well as the growth of Fairfield itself, affects the City's circulation system. Because transportation facilities perform a regional as well as local function, transportation planning must inevitably tend to cross jurisdictional boundaries. The Circulation Element, therefore, addresses coordination with other jurisdictions.

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## **Goal**

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**The goal of the Circulation Element is:**

**Create and maintain an efficient, safe, and coordinated multi-modal circulation system, serving the needs of a variety of users.**

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## **Objectives, Policies and Programs**

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### **Objective CI 1**

**Establish a circulation system that is consistent with the land use patterns of the City. (See Objective LU 4 and Policy LU 4.2)**

#### **Policy CI 1.1**

Develop a network of roads that is compatible with the general land use patterns of the City.

#### **Policy CI 1.2**

Establish a mix of land uses throughout the City that will be conducive to the use of alternative modes of transportation, such as transit, paratransit and bicycles. Pedestrian travel shall be encouraged through the location of employment centers and commercial development within proximity of residential areas. (See Policy LU 1.2)

#### **Policy CI 1.3**

Coordinate development of the circulation system with land use planning

#### **Policy CI 1.4**

Acquire the ultimate right-of-way for streets during early stages of development.

#### **Policy CI 1.5**

Control the spacing of access points to adjoining properties along arterials to assure the free flow of traffic on the arterial.

### **Objective CI 2**

**Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.**

#### **Policy CI 2.1**

Local circulation system improvements shall be consistent with the goals and objectives stated in the Metropolitan Transportation Commission (MTC) Regional Transportation Plan. (See Objective LU 5 and Policy LU 5.1)

#### **Policy CI 2.2**

Cooperate with local and regional jurisdictions in the preparation of State-mandated regional plans, including the Clean Air Plan and the Solano County Congestion Management Program. (See Objective LU 5 and Policy LU 5.1)

**Policy CI 2.3**

Work with Caltrans to identify needed improvements to its highway/interstate facilities in the City and implement necessary programs on the state highway system and its interchanges/intersections with local roadways.

**Policy CI 2.4**

Work with Caltrans and adjacent jurisdictions to improve the operational performance of I-80, I-680 and State Route 12 as regional facilities.

**Policy CI 2.5**

Work with Caltrans in analyzing the performance of freeway interchanges located in the General Plan area, and seek appropriate improvements.

**Policy CI 2.6**

Cooperate with adjacent jurisdictions to plan and construct a loop system of arterial streets and roads so that traffic can flow around the periphery of the city and not cause congestion in central Fairfield.

**Policy CI 2.7**

Discourage vehicles from using I-80 to travel between Cordelia and Fairfield. Proposed roadways paralleling I-80 to the south should be developed to ease congestion. Any roadway development shall be consistent with Land Use Element Policy LU 2.1, which protects the Suisun Valley agricultural lands.

**Policy CI 2.8**

Cooperate with adjacent jurisdictions to improve the principal arterial gateways to Fairfield to facilitate the movement of traffic flowing into and out of the City. Improvements shall be consistent with the Urban Design Element and Urban Design Plan. (See Policy UD 1.1 and Policy UD 1.4)

**Policy CI 2.9**

Continue to support and participate in efforts led by the Solano Transportation Authority to evaluate and mitigate traffic flowing between cities in Solano County.

**Objective CI 3**

**Provide timely and effective means of programming street and highway improvements to maintain a P.M. peak hour Level of Service of "D" or better for arterial streets, Level of Service "C" or better for collector streets, and LOS "B" or better for local streets, unless other public health, safety, or welfare factors determine otherwise.**

**Policy CI 3.1**

Prioritize transportation projects based on reducing traffic congestion and improving traffic circulation.

**Policy CI 3.2**

Prioritize street improvements based on current and forecasted service levels. Roadways experiencing or forecast to experience worse than applicable Level of Service conditions (unstable or forced traffic flows) shall require improvements, unless other public health, safety, or welfare factors determine otherwise.

***Program CI 3.2 A***

*Monitor traffic volume of roads within the City.*

***Program CI 3.2 B***

*Conduct periodic traffic forecasts to account for major land use changes in the City. Traffic forecasts should be used to identify deficient roadways and update street improvement plans and priorities.*

***Program CI 3.2 C***

*Develop action plans to improve the roadway system, as necessary for buildout of the General Plan.*

**Policy CI 3.3**

Reduce traffic congestion at key intersections throughout the City.

***Program CI 3.3 A***

*Make improvements to intersections experiencing conditions worse than the applicable Level of Service standard by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.*

**Policy CI 3.4**

When a traffic study is required for an application for new development, the City will require that the study include an analysis of the appropriate local and collector intersections that may be affected by the proposal.

**Objective CI 4**

**Provide programs to finance street and highway improvements.**

**Policy CI 4.1**

Coordinate local transportation plans with the Solano County Congestion Management Program to ensure eligibility for state and federal funding. (See Policy LU 5.1)

***Program CI 4.1 A***

*Develop a citywide Transportation Capital Improvement Plan consistent with the General Plan, Congestion Management Plan, and Regional Transportation Plan. The Transportation Capital Improvement Plan shall identify how the improvements identified in the general plan are to be funded. This shall include identification of city funding sources and amounts (i.e., taxes, assessments, fees), as well as non-City funding sources (i.e., taxes and funding share).*

***Program CI 4.1 B***

*Continue to collect taxes authorized by Assembly Bill 1600 to fund needed circulation improvements.*

**Policy CI 4.2**

Coordinate local funding with the Regional Transportation Plan (RTP) to ensure eligibility for maximum available funding under the Regional Transportation Improvement Plan (RTIP).

***Program CI 4.2 A***

*Amend the citywide development impact fee ordinance to help fund needed circulation improvements, as identified in the general plan. Impact fees shall be set in accordance with the relative share of improvements necessitated by new development.*

***Program CI 4.2 B***

*Identify non-fee based funding sources, including special taxes under the Mello-Roos Community Facilities District Act and benefit assessments under the Municipal Improvement Act of 1913 or other similar legislation, consistent with the circulation improvements identified in the general plan. These funding sources should be used for regional and citywide projects consistent with the RTP and RTIP, in addition to local improvements.*

**Objective CI 5**

**Provide adequate parking and loading facilities while encouraging alternative means of transportation.**

**Policy CI 5.1**

Provide off-street parking to employees; however preferential parking at several locations in the City shall be made available to vanpools, carpools and other transit users.

**Policy CI 5.2**

Encourage shared parking facilities for both private businesses and public agencies.

**Program CI 5.2 A**

Establish a joint agreement between the City, County and School Districts to share parking facilities during peak periods.

**Policy CI 5.3**

Reserve on-street parking in commercial areas for short-term users.

**Policy CI 5.4**

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

**Objective CI 6**

**Develop Transportation Systems Management (TSM) programs for the Fairfield area in order to reduce the amount of peak hour congestion on City streets.**

**Policy CI 6.1**

Encourage the use of carpooling and vanpooling to maintain an acceptable level of service on City streets and highway/interstate facilities.

**Policy CI 6.2**

Require that all large public and private employers develop TSM plans to encourage their employees to use some form of collective transportation to commute to and from work. These plans should include not only information regarding rideshare lists and available transit, but also provision of transit passes, preferential parking and other incentives to participating employees.

**Program CI 6.2 A**

*Continue to implement the City's Trip Reduction Ordinance (TRO) in accordance with State Air Quality and Congestion Management requirements.*

**Policy CI 6.3**

Implement TSM plans in conjunction with development in order to prevent future traffic congestion in the City.

**Policy CI 6.4**

Work with Caltrans to implement the use of high-occupancy vehicle (HOV) lanes on I-80 through Fairfield and to study the use of reduced tolls or license fees for carpools and vanpools on highway/interstate facilities.

**Policy CI 6.5**

Coordinate with ride-sharing programs, such as RIDES and Solano Commuter Information, and other transportation agencies to provide up-to-date lists of potential riders and to educate the public on commuting options.

**Policy CI 6.6**

Encourage the development of employer-funded vanpool and shuttle bus services to new employment centers.

**Policy CI 6.7**

Encourage employers to offer flex time arrangements to their employees in order to reduce the percentage of trips made during the peak hours.

**Policy CI 6.8**

Strive to achieve a 30% reduction in the total number of peak period employee trips.

**Objective CI 7**

**Develop a transit network capable of satisfying both local and regional travel demand.**

**Policy CI 7.1**

Encourage maximum utilization of the existing transit system in Fairfield.

***Program CI 7.1 A***

*Establish turnout points to facilitate the loading and unloading of passengers and to reduce conflicts with other traffic.*

***Program CI 7.1 B***

*Study the feasibility of increasing transit frequency in areas currently served, and continue evaluating the possibility of expanding service to areas without service.*

**Policy CI 7.2**

Design transit stops that provide good access to major public facilities and employment centers within the City.

***Program CI 7.2 A***

*Evaluate annually the need for additional bus shelters.*

**Policy CI 7.3**

Develop well-defined transit corridors linking all areas of the City. The transit system shall promote the Central Business District as the cultural and social hub for the City. (See Policy LU 2.2)

**Program CI 7.3 A**

*Establish centralized transit facilities in the western, central and eastern areas of the City. The centralized facility in the eastern area of the City shall be a multi-modal transit station located at the southeast corner of Vanden Road and Peabody Road.*

**Policy CI 7.4**

Provide transit services between major employment centers in each area of the City and surrounding residential communities, coordinating transit services with the particular land uses proposed for each center.

**Policy CI 7.5**

Provide express transit service between the western, central and eastern areas of the City, when the demand is sufficient.

**Policy CI 7.6**

Integrate regional transit with local transit to make the entire system more user-friendly. Coordinate the integration of local and regional transit with the Solano County Transportation Authority and other cities.

**Program CI 7.6 A**

*Develop a system of intermodal transfers between transit operators serving the local area, Solano County and neighboring cities and counties of the region, including the San Francisco Bay Area and Metropolitan Sacramento. The system shall include a multi-modal transit station which provides regional rail service, to be located at the southeast corner of Vanden Road and Peabody Road.*

**Policy CI 7.7**

Coordinate with regional transit planners to determine the feasibility of developing fixed guideway systems for interregional passenger traffic, making use of existing rail lines whenever possible.

**Policy CI 7.8**

Continue to support efforts to expand ridership on the Capital Corridor rail line between Sacramento and the Bay Area.

**Policy CI 7.9**

Encourage studies examining the feasibility of extending Bay Area Rapid Transit (BART) to the City. Support the development of potential routes to the current system and the analysis of potential station locations in the City (e.g. central Fairfield or Cordelia).

**Objective CI 8**

**Preserve the future availability of the Travis Air Force Base facility. (See Policy ED 1.9)**



**Policy CI 8.1**

Participate in any regional studies for additional airport facilities. (See Objective LU 5)

**Objective CI 9**

**Promote maximum opportunities for biking by continuing to develop and maintain a safe, convenient bikeway system which facilitates bicycle travel for commuting, recreation or other purposes.**

**Policy CI 9.1**

Expand the City's north-south and east-west bikeway network through the use of Class I, II and III bikeways in accordance with the factors outlined in Table CI-1.

***Program CI 9.1 A***

*Develop street design and bikeway design standards which at a minimum are consistent with the Caltrans Highway Design Manual. The standards should include cross sections illustrating minimum road width for arterial and collector streets, and bike path and lane dimensions.*

**Policy CI 9.2**

Provide bikeways which link residential areas with major employment centers, parks, opens space areas and other recreational amenities, educational facilities, and commercial areas.

***Program CI 9.2 A***

*Continue to implement the Master Trails Plan. (See Policies OS 11.2, OS 11.3, and OS 11.8 and Programs OS 11.5 A, OS 11.5 B, and OS 11.7 A)*

**Policy CI 9.3**

New arterial streets should provide adequate right-of-way width for Class I Bike Paths or Class II Bike Lanes where appropriate.

**Policy CI 9.4**

Class III Bike Routes shall function as a linkage between Class I and Class II bikeways and be designated on roads where adequate roadway width does not exist for a separate lane or path.

**Policy CI 9.5**

Continue to provide multi-use trails which accommodate pedestrian and bicycle use where appropriate and work toward providing separate trail facilities for pedestrian and bicycle use. (See Policy OS 11.2)

**Policy CI 9.6**

Cooperate with surrounding jurisdictions and regional agencies to establish a countywide bikeway network throughout Solano County which provides linkages with regional networks. (See Policy OS 11.5 and Objective LU 5)

**Policy CI 9.7**

Establish bicycle safety as a priority through on-going public education.

***Program CI 9.7 A***

*The City, in conjunction with local school districts, bicycle shops, and bicycle organizations, should develop public education programs to promote bicycle safety.*

**Policy CI 9.8**

Minimize bicycle/pedestrian/motor vehicle conflicts by providing proper trail, street and intersection design and separation.

**Policy CI 9.9**

Establish funding mechanisms for construction and maintenance of bicycle facilities, and bicycle education and enforcement programs.

***Program CI 9.9 A***

*Adopt a funding plan which includes mandatory bicycle registration and fines for bicycle traffic violations.*

**Policy CI 9.10**

Actively enforce bicycle traffic violations to promote the safe and proper use of bicycles in the community.

**Policy CI 9.11**

Encourage bicycle storage and support facilities in major commercial office and business park developments to encourage the use of bicycles for commuting.

**Policy CI 9.12**

Require that all multi-family, commercial, educational and public facilities provide bicycle racks to facilitate bicycle parking.

**Policy CI 9.13**

Require that all Transportation System Management (TSM) plans address bicycling as a viable alternative mode of transportation and provide incentives for bicycle use.

**Policy CI 9.14**

Integrate bicycle use with public transit use.

## **Objective CI 10**

**Provide pedestrian facilities throughout the City to encourage walking as an alternative to short-distance vehicle travel.**

### **Policy CI 10.1**

Provide pedestrian facilities that are safe and pleasant to use. (See Policy UD 3.2)

### **Policy CI 10.2**

Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

### **Policy CI 10.3**

Consider using landscaping or physical barriers on high-capacity arterials to separate vehicles and pedestrians. (See Policy UD 3.2)

### **Policy CI 10.4**

Consider constructing pedestrian overpasses where heavily traveled pedestrian routes cross busy intersections.

### **Policy CI 10.5**

Design access ways to school facilities that will ensure the safety of children.

#### ***Program CI 10.5 A***

*In conjunction with local school districts, develop public education programs to promote pedestrian safety.*

### **Policy CI 10.6**

Require new commercial and residential developments to provide walkways that are safe and pleasant to the user.

### **Policy CI 10.7**

Encourage existing facilities and require future facilities to provide access to disabled persons.

### **Policy CI 10.8**

Encourage the location of basic shopping and services within approximately 1,300 feet of residential and industrial areas.

## **Objective CI 11**

**Develop a vehicular circulation system that is safe and sensitive to adjoining land uses.**

### **Policy CI 11.1**

Road and highway accident records shall be maintained to monitor the safety of local facilities.

**Program CI 11.1 A**

*In conjunction with local school districts and other appropriate agencies, develop public education programs to promote automobile safety.*

**Policy CI 11.2**

Route roadways in careful relationship to adjoining land uses to minimize noise, visual, and other impacts.

**Policy CI 11.3**

Discourage through-traffic in residential areas.

**Policy CI 11.4**

Provide for adequate spatial separation and landscaping for development along freeway rights-of-way.

**Objective CI 12**

**Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes. (See Policy OS 8.3)**

**Policy CI 12.1**

Cooperate with the regional air quality planning agency (the Bay Area Air Quality Management District) and agencies that deal with issues directly related to air quality, such as the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), in the development and implementation of regional air quality strategies. (See Objective LU 5, Policy LU 5.1, Policy OS 8.1, and Policy OS 8.2)

**Program CI 12.1 A**

*Support transportation control measures (TCM) recommended by the 1997 Bay Area Clean Air Plan that would reduce the number and length of vehicle trips, including TCM1 (support voluntary employer based trip reduction programs), TCM 9 (improve bicycle access and facilities), and TCM 19 (advocate planning and design of development projects to facilitate pedestrian travel).*

**Policy CI 12.2**

Support subregional coordination with other cities, counties and planning agencies concerning land use, jobs/housing balance and transportation planning as a means of improving air quality. (See Objective LU 5, Policy LU 5.1, and Policy OS 8.2)

**Policy CI 12.3**

Balance jobs and housing in future development to provide Fairfield residents the opportunity to work in the City near their homes and reduce long-distance

commuting either to or from Fairfield. Jobs should be balanced (to the maximum extent possible) both in numbers and in salary range/housing cost. (See Objective LU 4)

**Policy CI 12.4**

Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions. (See Policy OS 8.3)

**Policy CI 12.5**

Minimize the number, properly space, and interconnect traffic signals in order to minimize the acceleration/deceleration that produces significantly higher vehicular emission levels.

***Program CI 12.5 A***

*Adopt an action plan to improve the efficiency of traffic signals throughout the City.*

TABLE CI-1  
CRITERIA FOR LOCATING BIKEWAYS  
(See Policy CI 9.1)

**Class I Bike Paths and Multi-Use Trails (off-street paths or trails):**

- Expressways and arterial streets with posted traffic speeds in excess of 45 miles per hour and adequate right-of-way for separate off-street bike path.
- Parks, greenbelts and other open space areas appropriate for dedication of rights-of-way for the exclusive use of bicycles. In these areas both pedestrian and bicycle paths should be separated where possible.
- Abandoned railroad, creekside or waterway rights-of-way.
- Electrical transmission tower easements.

**Class II Bike Lanes (striped on-street lanes):**

- Arterial or collector streets with high projected traffic volumes but with adequate road width to accommodate separate lanes. Posted speed limit generally 45 miles per hour or less.
- Roads with few or no steep inclines.
- Roads with relatively few driveways.
- Roads with relatively low intersection volumes.
- Direct connection from residential areas to major employment, retail, recreation and/or educational facilities.

**Class III Bike Routes (signed on-street routes):**

- Road width and low projected traffic volumes which can accommodate both motor vehicles and bicycles on shared right-of-way. Posted speed limit 30 miles per hour or less.
- Direct linkage to either Class I, Class II or Multi-Use Trail.

# **Supporting Text**

## **Vision 2020 Traffic Task Force**

The Circulation Element incorporates many of the recommendations included in the Vision 2020 Traffic Task Force Final Report of April 1990. The Traffic Task Force evaluated existing and future traffic problems and prepared recommendations based on the previous General Plan. Their recommendations have therefore been updated to reflect current land use and traffic projections.

## **Transportation System Improvements and Land Use**

The future circulation system is consistent with the future land use concept described in the Land Use Element and presented in the Land Use Diagram. The circulation system is designed to facilitate easy access between any two points in the City, including a transit system which links key destinations throughout the City.

The Land Use Element also includes policies for two master development plan areas. These areas are special study areas which require that areawide, specific or master development plans be adopted before any development takes place. These areas do not have specific land use designations on the Land Use Diagram. However, the Land Use Element makes assumptions regarding the anticipated amount and type of development for each area. The circulation system improvements included in the circulation element are based on these development assumptions. However, additional analysis of the circulation system will be necessary when specific, areawide, or master development plans are prepared. This analysis may result in revisions to the ultimate system improvements.

It is essential that a periodic inventory of system facilities be conducted to identify deficiencies and develop plans for mitigation. These plans should be coordinated with the State Transportation Improvement Program (STIP), the Regional Transportation Improvement Program (RTIP) and the Solano County Congestion Management Program (CMP). This coordination must be achieved in order to secure state and federal funding for eligible projects.

## **Transportation Systems Management and Air Quality**

Transportation Systems Management (TSM) aims to improve the efficiency of existing transportation systems. TSM plans are oriented toward making better use of existing transportation facilities through short-term, low-cost improvements that are more easily implemented than system development modifications, such as roadway construction. A key element in the implementation of a TSM plan is the dissemination of information to employer and employees concerning existing transit and rideshare options for trips between home and work.

Commonly, TSM plans involve the implementation of Transportation Demand Management (TDM) and Transportation Control Measures (TCM). TDM employs techniques aimed at reducing traffic congestion. These techniques include the promotion of flexible work schedules, rideshare programs and expanded transit service. These strategies give employees greater flexibility in travel to and from work, reducing congestion during commute periods.

TCMs are incorporated into state-mandated air quality plans. These measures seek to reduce the quantity of pollutants discharged by motor vehicles through a reduction in the number of single-occupant vehicle trips. TCMs not only include public transit and ridesharing, but also measures such as the use of cleaner-burning automobile fuels, the adoption of local trip reduction ordinances, the design of highways to mitigate negative air quality impacts, and land use planning to reduce trip distances.

## **Existing and Future Roadway Network**

The City is served by two interstate freeways (Interstate 80 and Interstate 680), a state highway (Highway 12), a set of arterial streets and many collector and local streets. Proposed improvements to the roadway network are shown in Exhibit CI-1. These include widening the regional highways and major arterials, upgrading freeway interchanges, and creating new roads. A significant new roadway is the new Manuel Campos Parkway, connecting Peabody Road in eastern Fairfield with Interstate 80 at the North Texas Street interchange.

Improvements to the roadway system often require coordination with other jurisdictions. Of particular importance to Fairfield are coordinated roadway connections with Vacaville and Suisun City.

Fairfield's growth in the past several years has stressed the need to improve the local roadway network and parking facilities. Our dependence on the automobile as the primary source of transportation necessitates the improvement of parking facilities at various locations throughout the City.

The need to improve roadway and parking facilities, however, must be carefully balanced with the need to control traffic congestion in Fairfield. The unrestricted expansion of roadways and parking will undermine attempts to promote the use of alternative means of transportation. The long-run economic and social health of the City will depend on favorable traffic conditions that can only be maintained through a balanced transportation system.

## **Existing and Future Transit System**

Transit refers not only to buses and rail systems moving large numbers of people over fixed routes, but also to carpools and vanpools of commuters traveling daily to a common destination. In 1990, new regional transit routes were initiated. These



include buses to the Bay Area Rapid Transit System (BART) and Citylink service to Vacaville. Passenger train service is offered by Amtrak, with trains stopping at the Suisun-Fairfield Station. At a local level, the Fairfield-Suisun Transit System provides bus service to major employment centers, schools, and shopping areas in Fairfield and Suisun City. Coordination between the various transit systems should continue to be encouraged.

The Circulation Element includes policies and programs that address both regional and local transit. These include improvements to regional transit, consideration of a future BART extension to Fairfield, and transit terminals.

## **Bicycle Transportation**

The growth of bicycling as a sport and recreational activity and as an alternative means of transportation has placed increasing demands on local government. The growth of cycling can be attributed in part to the relatively low cost of cycling versus motor vehicle travel, environmental benefits such as reduced air pollution, and health and fitness benefits. The mild climate and predominately flat topography of the Fairfield area are also conducive to cycling.

The use of bicycles as an alternative to motor vehicles can be enhanced by providing cyclists with a safe, more convenient cycling environment. Bikeways should be developed to provide direct routes to major employment centers from residential areas. Roads should be designed and better maintained for bicycle comfort. In addition, the City should consider zoning and development standards for commercial office and business park development which require bicycle storage facilities, showers and locker rooms for employees. Existing public transit facilities can be modified to allow for better bicycle storage and transport so that a link between public transit and bicycle use is reinforced. In addition, bike pools of local commuters can be formed. Employer incentives such as redeemable coupons for bicycle maintenance at local bike shops could encourage bicycle commuting.

In the past, children comprised the greatest percentage of cyclists. However, adults now represent the majority of all cyclists. This change can be attributed to the greater emphasis being placed on health and fitness which has emerged in the past two decades. The availability of parks and multi-use trails which allow bicycles to be ridden in a safe environment has encouraged recreational cycling. Additionally, the technological advances in bicycles themselves have allowed the development of bicycles which are much more comfortable; this has resulted in increased sales to the general public.

Several factors contribute to the safe operation of bicycles. Citizens must be educated on applicable laws, and programs are needed to instruct riders on proper bicycle operation. Violations, such as riding on the wrong side of the street, riding at night without a light, and ignoring traffic signals, account for a majority of bicycle

accidents and citations. Requiring attendance at bicycle safety classes instead of fines will allow enforcement to promote education.

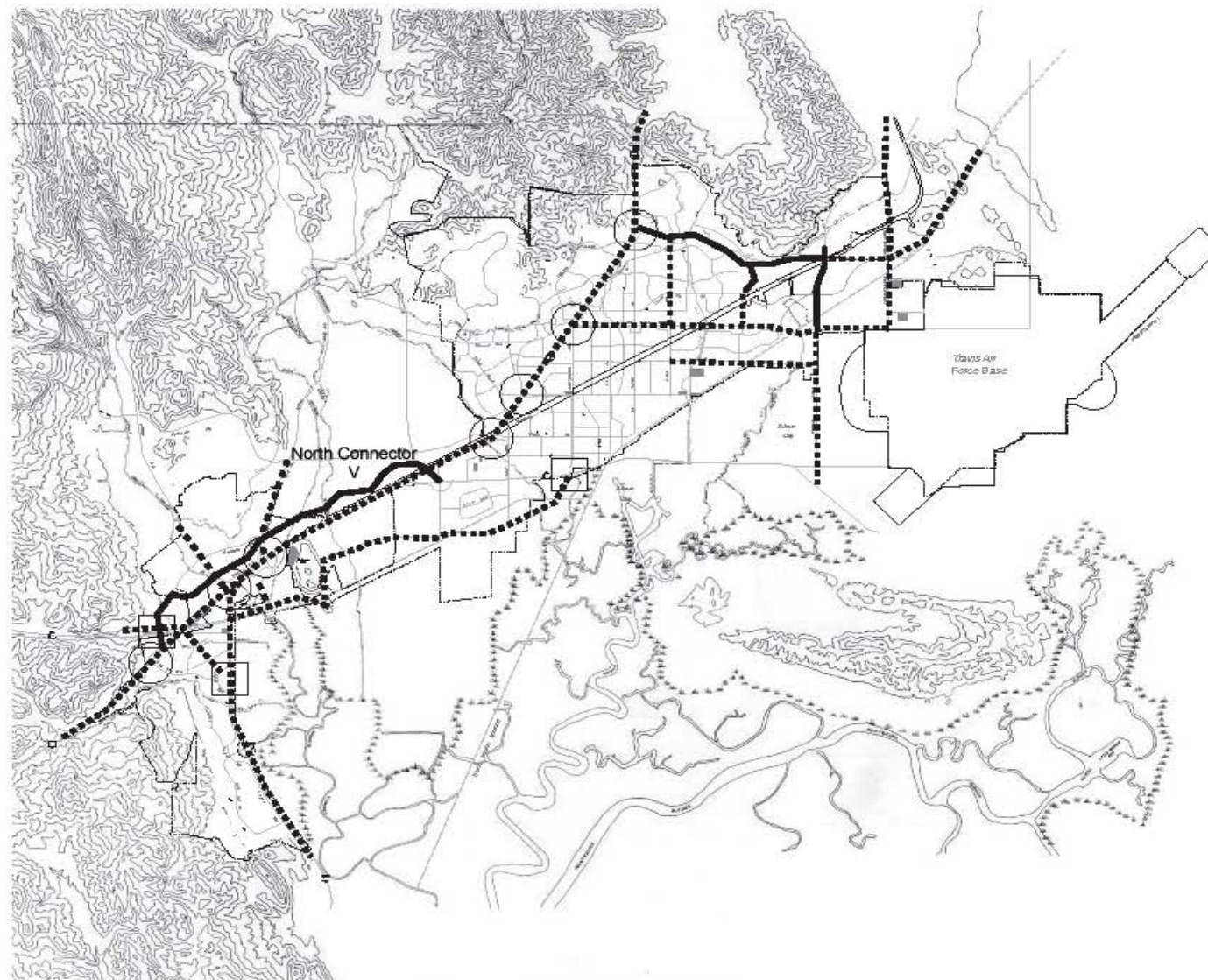
Exhibit CI-2 maps existing and proposed bikeways. Class I bikeways are separate off-street bike paths or trails for bicycles only. Multi-use trails are off-street paths that are shared by pedestrians. Class II Bike Lanes are striped lanes on existing rights-of-way. Class III Bike Routes are bikeways which are signed routes which share the roadway with motor vehicles. Criteria for locating these routes are listed in Table CI-1.

## **Pedestrians**

Pedestrian traffic in the City is primarily generated by children; however, many adults walk for pleasure, and walking is often a secondary means of short distance travel. In addition, persons operating wheelchairs are considered pedestrians.

Since children comprise the largest proportion of pedestrians, areas with a large concentration of children, such as schools and playgrounds, demand additional attention to the separation of pedestrians and vehicular traffic. The pedestrian is often intimidated by traffic passing by, noise from traffic, extreme weather conditions, air pollution, and fear of attack. Pedestrians need to be able to move about comfortably and freely. Neighborhood design and the relative proximity to basic goods and services can promote pedestrian travel and safety.

## Exhibit CI - 1 Proposed Circulation Improvements



..... Road Improvements

———— Road Construction

○ Interchange Improvement

□ Interchange Construction

### Notes

1. Improvements are conceptual and may change as a result of more detailed study.
2. Some improvements require coordination with other jurisdictions.

City of Fairfield  
**General Plan**

0 1 2 3 miles

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# Exhibit CI - 2

## Bikeways



### Bikeways

Existing:  
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Classification  
[H]

Proposed:  
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Classification  
[#]

### Classifications

Class 1  
Off-street bike path or trail

Class 2  
On-street striped bike lane

Class 3  
On-street signed bike route

### Multi-Use Trails

Existing  
[H]

Proposed  
[M]

## City of Fairfield General Plan



NORTH